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THAT STREET CAR.

The other morning as thought our editorial on the street car company had been efficacious and that the car standing between the Brown-Proctoria and The News' office had been moved away and stored in some less conspicuous part of the city. But on going out on the street, we found that it had simply been moved thirty or forty feet south, just out of the line of our vision.

But there are hopes. We notice that the street car magnates are meeting in Lexington this week. Perhaps the car will ultimately be moved. Let us hope it will be before some serious accident results by reason of the blocking of the principal street in the city.

LITTLE EXCITEMENT.

With the election two weeks off, speculation as to the result becomes more active. There is, however, less excitement among the mass of the voters than at any National election within our memory. It seems impossible for the leaders to stir up any of the old time enthusiasm. Both candidates, as we have heretofore said, are men of high character who have long been in the public eye. Their characteristics are known, their policies are familiar to all. There is a feeling that with either the country will go on in the same old way.

The merchants only desire the campaign over. There has been a decided improvement in the business situation all over the country and it needs but rest from politics to still further accelerate business activity. We are on the eve of a period of great prosperity through the Nation. For the past year we have been simulating country will go on in the same old way. But everything is now ready to witness a material development greater than we have ever seen. For the next ten years, we are firmly satisfied, things will be on the upward trend in all that makes for our material growth.

THE STRAW VOTE.

The political prophet is abroad in the land. The political prognosticator appears in every newspaper. The great papers are filling their columns with straw votes, with polls taken by postal cards and by canvass among the small cities and towns in their neighborhoods.

The New York Herald and World are covering the East. The Cincinnati Enquirer and The Times-Star the West. The New York Herald's poll on Sunday seems to indicate the probable election of Taft. It gives as reasonably sure 204 votes in the electoral column to the Republicans; 161 to Bryan with 118 doubtful. But it farther says that it all depends on the undercurrent. It asserts that if it is true that Bryan is holding the labor vote, there will be a landslide in his favor. According to the Herald, New Jersey, Maryland and Delaware are now debatable ground. It claims that the election is still anybody's fight.

In the West, the Enquirer is now taking what seems to be a thorough secret poll. If it is approximately correct, Taft is in danger of losing Ohio and Indiana is already safe for Bryan. The result as announced in Sunday's Enquirer was 6,237 for Bryan, 6814 for Taft. But perhaps the most significant feature of the poll was that while only 225 Democrats announced that they would this year change to Taft, 1,471 Republicans stated that they intended to

vote for Bryan this year. Ohio is getting uncomfortably close for the Taft managers.

As to Kentucky there seems to be no particular line on which to judge the result. Both the New York Herald and World put the State in the reasonably sure Bryan column while a correspondent of the Enquirer writes that the result will undoubtedly be close, with many surprises on the Republican side.

But there is one comfort for all of us. The time is getting short and on November 4 we will all know. Of course, as a matter of fact, a poll of any kind is but little more than a guess. No one can estimate how the great silent vote is to be cast. In 1906, the New York World just before the election showed in its poll that Parker would carry his home State by over 200,000 majority, while on election day Roosevelt was 175,000 to the good.

BRYAN STARTS ON HIS FINAL SWING

Present Trip Will Take Him to Atlantic Coast.

Fairview, Lincoln, Neb., Oct. 13.—William J. Bryan's final swing around the country, which will carry him to the Atlantic coast, was begun here when he left over the Burlington for St. Louis, where he will make an extended speech previously to crossing the Mississippi and speaking to the employees of the National Stockyards at East St. Louis.

From East St. Louis Mr. Bryan and party are traveling in a special car for the balance of the trip, which will conclude at Lincoln on the night of Nov. 2. Accompanying him are Mrs. Bryan, Private Secretary Rose, Mayor F. W. Brown of Lincoln and four correspondents.

Tonight Mr. Bryan is scheduled to make four addresses in Chicago, the day being spent in the delivery of rear-end speeches from his car, which was attached to a regular Chicago & Alton train.

Four Hurt in Collision.

Urbana, O., Oct. 19.—A carriage occupied by A. C. Logsdon, a farmer, his two young daughters and Mr. Grassball, a guest from Dennison, O., was struck by an Ohio Electric car as they were driving onto the road from the Logsdon farm, south of the city. Mr. Logsdon and the young girl were slightly injured and were taken back to their home. Mr. Grassball and the other girl were seriously hurt and were brought to a sanitarium here. They may not survive.

TAFT EXPECTS TO WIN IN NOVEMBER

Talks to Newspaper Men of Southern Trip.

Washington, Oct. 19.—"I expect to be elected to the presidency," said Judge Taft, standing in the East room of the White House, facing 30 or 40 newspaper men who had congregated to meet him after he had spent the day as President Roosevelt's guest. The answer was in response to a question after a brief discussion of Mr. Taft's recent tour through the southern states, of which he had spoken as a pleasing experience. With reference to that tour he would only say he thought it would open the way for improved Republican conditions in future campaigns. Judge Taft expressed a delicacy in revealing the issues which he and the president had discussed, and when pressed for a statement as to the president's view of the situation he would only say, "The president is not a pessimist." "Nor am I," he added.

Rumors Unfounded.

Constantinople, Oct. 19.—The report that the mobilization of the Turkish troops had been ordered is unfounded. Presumably it arose through the fact that certain battalions of the Anatolian reserves attached to the Salonika and Adrianople army corps were convoked for maneuvers in the native districts, and that three battalions were ordered to Constantinople from Macedonia for police service in the capital, being replaced by an equal number of Redifs from Smyrna.

Manufacturers Optimistic.

New York, Oct. 19.—The National Association of Manufacturers announced that every branch of industry is showing marked increases of business, and that during the past three months trade conditions have taken on new activity. In an exhaustive canvass among the 3,000 members of the association the returns bear out the prediction that practically every manufacturing business will be upon a normal basis of production during 1909.

HOME TRADE BOOMER

Value of a Progressive Union in Boosting a Town.

REACHES OUT FOR BUSINESS

How a New Orleans Organization Develops Its Local Trade—Homemade Articles Exploited by Advertising. Exhibition by Manufacturers Held.

Do you wish to enlarge your home town? Do you want to increase its local trade? Are you anxious to see a spirit of activity in the stores, especially by your fellow citizens trading at their home stores? Then you must advertise. Patronize your local newspapers. Call the business men and merchants together and form an association to further your interests.

New Orleans has struck the keynote in this line. What she did last year and is still doing through the work of a progressive union can in some measure be done by any town. At least its principle is a good one, that of developing local trade and actively reaching out to attract people to her hospitable doors.

The aims of the New Orleans Progressive union may be briefly summed up in the statement that it stands for expansion of trade territory, new industries, high class immigration, better train and mail service, municipal sanitation and health, exploitation of the city's advantages, increased Panama trade, steamship lines to South America, lower freight rates, higher education, home patronage of home industries, more railroads, more capital and more labor. Along these lines the organization has done much during the year and expects to do even more in the near future. The present administration is justly proud of the part that the union has played in the development of the lakes to the gulf deep waterway project.

Under its present management the Progressive union has after months of labor finally succeeded in having the various railroads leading into New Orleans grant ten day free stopovers there on all continuous tickets issued from various points in the east, west and north. For years the business interests of New Orleans had tried to bring about the adoption of the free stopovers, but failure marked every effort until this year. In the final fight every influence controlled by the Progressive union was brought into play, and after months of correspondence on the subject all railroad and steamship lines operating in and out of New Orleans acknowledged the claims of the Crescent City and granted the stopovers. It has been estimated that the stopover privilege means something like \$1,300,000 to New Orleans every year.

Through the work of the Progressive union seven new mail trains have been secured for New Orleans, and that city has been made the headquarters of a new railway mail division. This means increased mail facilities for all merchants and business men and quicker dispatch in the handling of all kinds of advertising matter, literature and other mail.

Under the auspices of the New Orleans Progressive union the manufacturers of that city held an exhibition where nearly everything manufactured in that city was shown in an exhibition lasting an entire month.

The Progressive union, which was at the head of this enterprise, is the largest civic organization in the southern states and has during the last few years been very active in promoting that city's welfare by advertising its resources and helping its merchants in every way to fight its industrial and commercial battles.

Characteristic of the press, which is constantly taking steps to advance the interests of the community it serves, the New Orleans Daily States gives manufacturers of that city an opportunity to make their goods known at very small expense. Three times a week its columns are offered free to exploit homemade articles, presenting their good points and other reasons why they should have the preference of local buyers. In return for this the publishers ask the manufacturers to take a ten or twenty line ad. three times a week.

The merchants of New Orleans also used every effort to co-operate with the Progressive union, each merchant, after his own fashion, getting up some special attraction or inducement to help attract the crowds simultaneously to and coincident with the big manufacturing exhibition.

One very prominent music house arranged an exhibition of high art musical instruments through the different manufacturers they represent and kept "open house," giving free recitals day and night. This feature in itself attracted very wide and favorable comment. Others arranged special exhibitions, and some made preparations to show their plants in operation to their visiting customers.

On the whole, there seems to be a general spirit of awakening as well as co-operation among the commercial interests of that whole city looking toward corralling as large a volume of business as the south's metropolis is usually accustomed to. Other of the country's cities, towns and merchants might well afford to emulate this spirit.

In touching upon the home manufacturers' exhibition, M. B. Trezevant, secretary-manager of the Progressive union, said in part recently:

"We are teaching the people of New Orleans to buy at home, to always give homemade goods the preference and

when buying to ask for home goods if home goods are not offered them to begin with. In this way we will keep millions of dollars at home and going into the tills of the home merchants instead of sending them away to pay labor in other parts of the country and even in other countries.

"Being representative of all the trades and even all the professions and being biased or bound in no way, the Progressive union is able to take hold of any business or public project which is legitimate in character. It is as able and willing to help to pave a street as it is to take part in the establishing of a new steamship line to Central America. Its usefulness is hardly begun, in spite of what it has accomplished, for the opening of the Panama canal opens to New Orleans a vista of prosperity such as it would not have dreamed of a few years ago. To take full advantage of such opportunities as now present themselves, or are about to, a city must have militant commercial organization. The Progressive union proposes to erect a monument to itself in the part it will take in bringing to New Orleans a big percentage of the trade which will ebb and flow through the big artificial waterway which will soon connect the Atlantic with the Pacific.

"In this work and in all other work we will undertake we will welcome the aid of every true spirited man in the city. Every man, young or old, who believes in boosting his home city should join the Progressive union and put his shoulder to the wheel."

If you believe in boosting your home town, even if your tradesmen are few in number, get together and organize a Progressive union. Then at any rate carry out its main aims if you do nothing else.

VALUE OF STREET TREES.

Advantage of Beautifying Towns While They Are Building.

Writing of the value of street trees, J. H. Reed, tree warden of Riverside, says:

"I was riding in one of our most beautiful California towns with one of its prominent business men a few days ago. Passing through a portion of the city which had been early and wisely planted to street trees and well cared for, I said to my friend, 'Suppose all the streets of your city had been planted like this when first improved as this has been, in your judgment how much would it have added to your present taxable property valuation?' He promptly said, 'Fifty per cent.'

"That city is receiving taxes now on a valuation of several millions. One-half of 1 per cent of the annual valuation as the town developed spent on beautifying its streets would have made the entire city now as beautiful as the part we were driving through. Had this enhanced the valuation over what it is now but by 10 per cent instead of 50 we see at once the enormous advantage of beautifying our towns while they are building. And this money consideration is by no means the largest return. That these facts are being appreciated more fully than heretofore is indicated by the greater activity in street tree planting and the frequent inquiries from city authorities as well as individuals as to what and how to plant."

Public Rights in Natural Scenery.

Though private ownership of land has never been more secure than at present or the owner more protected in his rights, all fair minded persons are asking if these rights are not often exceeded in the use of land. Certain institutions, manufacturing, etc., may not be built in residence districts, where legal restrictions are based on "the greatest good to the greatest number," a majority rule, the basis of our United States government. Natural beauty should be a common heritage, for it is the chief natural enjoyment of the human family, and we have the same right to it that we have to pure air and should as quickly resent any interference therewith. Billboards, unsightly buildings, tall fences, the cutting down of fine trees except to clear building sights, should be subjects for legal restriction lest any fair city or town eventually become altogether artificial and unsightly. Beautiful grounds, well planted streets and parks go far to counteract the destruction of natural beauty by the selfish and narrow souled landowner, but these can never entirely replace the great charm which natural scenery holds for one and all. If the departing mortal has not left the world in some way better than he found it he has lived in vain.

Municipal Tree Control.

There appears to be no legitimate reason why a city or town should not appropriate money for the setting out of trees along streets and highways, although of course the taxpayer bears the burden of expense. It is recognized that a sidewalk or curb put in front of a lot is an improvement to it, the abutter being taxed for such improvements, and since a tree is an improvement every whit as necessary and convenient and still more desirable from a civic beauty standpoint the city or town should bear the expense of planting and maintenance or make a direct assessment on the abutting property.

Concrete Curb and Gutter.

A number of the streets in Santa Monica, Cal., have concrete curbs and gutters. On one street the gutter is six feet wide. The cost of such construction is probably no more than asphalt with its foundation, says Popular Mechanics. The concrete construction is both durable and presents a very neat appearance.

BUY GOOD CLOTHES

WE do not aim at the extremes—low price and high quality—neither you nor we can get both at the same time.

Quality is Our Motto

Eventually every one will see the economy of really good clothes like the "MAXWELL" kind—style, colors, tailoring; everything is permanent; will endure.

We shall be pleased to show you the fall line.

\$15.00 to \$35.00

Men's Shoes of the Better Kind, \$3.50 to \$6.50

STETSON HATS.

RUPARD-STEWART CO.

**=Shoes= For Comfort and Style.**

IT is necessary to have your shoes properly fitted. Different feet require different shape shoes and to keep your feet in good condition it is necessary to wear shoes that fit. Now we have made a study of your wants and have every thing to be found in

High-Class Shoes.

For style we have the Button Patent, for wear, the plain Calf, and for comfort the plain Vici Kid Shoes.

For men who are exposed to the weather and want to keep their feet dry and warm, we have the Moose High Top Shoes, they are as near water proof as shoes can be made.

We Sell Manhattan Shirts, Knox and Stetson Hats.

McCord, Smith & Phillips.

WHEN YOU WANT TO SEE THE

SHOE STYLES,

STEP DOWN ON THE

Corner of Main and Broadway.

MASSIE, The Shoe Man.

ADVERTISE IN THE NEWS. SUBSCRIBE FOR THE NEWS.